

ABSTRACT OF THE DISCLOSURE

A system for controlling a fueling governor for an internal combustion engine includes a fueling governor responsive to a throttle command value and current engine speed to produce a fueling signal for supplying fuel to the engine. The governor defines a droop value corresponding to an engine speed difference between a no-load fueling condition and a full-load fueling condition for any constant throttle command value, and also has a gain value associated therewith defining a responsiveness of the governor to changes in the throttle command value to effectuate corresponding changes in engine speed via control of the fueling signal. In one embodiment a control computer is operable to modify the droop value as a function of one or more engine and/or vehicle operating conditions. Alternatively or additionally, the control computer may be operable to modify the gain value as a function of one or more engine and/or vehicle operating conditions.

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